

§ 103.33

the bridge and the time of every transmission, plus the response and time of the response of the engine room to the engine order.

(c) The bell books and automatic recording referred to in paragraphs (a) and (b) of this section, the record of an automatic course recording device, if one is available, and any log books must be surrendered, upon request, to the pilot or to the Board of Local Inspectors or other Canal authorities for the purpose of inspection and reproduction.

(Approved by the Office of Management and Budget under control number 3207-0001)

[41 FR 21776, May 28, 1976, as amended at 46 FR 63181, Dec. 30, 1981; 50 FR 26991, July 1, 1985]

§ 103.33 Navigation in Gaillard Cut.

No vessel other than a vessel transiting the Canal shall navigate in Gaillard Cut except with the express prior approval of the Canal authorities. [31 FR 12289, Sept. 16, 1966]

§ 103.34 Same; control by Canal Operations Captain.

The movement of vessels in Gaillard Cut shall be regulated by the Canal Operations Captain through Marine Traffic Control, or by such other persons and through such other stations or facilities as the Canal authorities may designate.

[46 FR 63176, Dec. 30, 1981, as amended at 55 FR 11908, Mar. 30, 1990]

§ 103.39 Arrow signals; locks.

Choice between east and west chambers shall be made by the Locks Superintendent. Pilots shall stand toward the chamber indicated and shall comply with the arrow signal unless unsafe to do so.



Not ready; lockage cannot take place for some time

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Not ready; stand off well clear of lock, prepared to approach on signal



Locks making preparation, probably be ready in 10 minutes or less; you may approach with caution, prepared to tie up or enter on right-hand side on signal



Locks making preparation, probably be ready in 10 minutes or less; you may approach with caution, prepared to tie up or enter on left-hand side on signal



Moor to approach wall near chain on right-hand side



Moor to approach wall near chain on left-hand side



Enter *right*-hand side



Enter *left*-hand side

[31 FR 12289, Sept. 16, 1966]

Panama Canal Regulations

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§ 103.40 Transit schedules; pennants.

(a) When a pilot is assigned to a ship for northbound or southbound canal transit he shall be given a schedule number and the expected time of arrival at south end of Miraflores Locks or at north end of Gatun Locks.

(b) Northbound ships shall fly "H" under International numeral pennant corresponding to schedule assigned.

Southbound ships shall fly "H" over International numeral pennant corresponding to schedule assigned.

In addition: Preference ships shall fly "Z" (blue light at night); hazardous cargo will fly "B" (red light at night).

(c) Ships maneuvering in Canal waters with pilot on board shall fly "H".

[31 FR 12289, Sept. 16, 1966]

§ 103.41 Ships to display schedule number.

Each ship shall display throughout her transit, the flag or flags designating the schedule number on which it is running.

§ 103.42 Maneuvering characteristics; data required.

(a) Each vessel of 1,600 gross tons or over shall have the following maneuvering information prominently displayed in the wheelhouse on a fact sheet:

(1) For full and half speed, a turning circle diagram to port and starboard that shows the time and the distance of advance and transfer required to alter the course 90 degrees with maximum rudder angle and constant power settings.

(2) The time and distance required to stop the vessel from full and half speed while maintaining approximately the initial heading with minimum application of rudder.

(3) For each vessel with a fixed propeller, a table of shaft revolutions per minute for a representative range of speeds.

(4) For each vessel with a controllable pitch propeller, a table of control settings for a representative range of speeds.

(5) For each vessel that is fitted with an auxiliary device to assist in maneuvering, such as a bow thruster, a table of vessel speeds at which the auxiliary

device is effective in maneuvering the vessel.

(b) For tankships, the maneuvering information referred to in paragraph (a) of this section shall be provided for the normal load and normal ballast condition. For all other vessels, it shall be provided for the normal load and normal light condition with normal trim for a particular condition of loading. All the maneuvering information for all vessels which must be provided is to be based on the following:

(1) Calm weather—wind 10 knots or less, calm sea;

(2) No current;

(3) Deep water conditions—water depth twice the vessel's draft or greater; and

(4) Clean hull.

(c) The information on the fact sheet shall be:

(1) Verified six months after the vessel is placed into service; or

(2) Modified six months after the vessel is placed into service and verified within three months thereafter.

(d) The information that appears on the fact sheet may be obtained from:

(1) Trial trip observations;

(2) Model tests;

(3) Analytical calculations;

(4) Simulations;

(5) Information established from another vessel of similar hull form, power, rudder and propeller; or

(6) Any combination of the above.

The accuracy of the information in the fact sheet required is that attainable by ordinary shipboard navigation equipment.

(Approved by the Office of Management and Budget under control number 3207-0001)

[41 FR 21776, May 28, 1976. Redesignated at 46 FR 63182, Dec. 30, 1981, and amended at 50 FR 26991, July 1, 1985]

PART 104—VESSEL TRANSIT RESERVATION SYSTEM

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104.1 Applicability and scope.

104.2 Definitions.

104.3 Booking periods; allocation of booking slots.